





The publication of this issue commences at 6.35 p.m. on 29/11/89. The 1989/90 season.

# The China Mail.

HONGKONG, MONDAY, JULY 3, 1893.

It is announced in the *Governments Gazette* that the "Dogs Ordinances" shall come into operation on and from the 31st of the present month. As a rule, new Ordinances come into operation on the first, not on the last day of the month. That, however, is a matter of small importance. What is more worthy of note is the fact that the coming into operation of the Ordinances

owners of dogs will have to pay for a license which covers a period of only five months the same amount as should be paid by the owner of a horse or cattle sent from the licenced area to the County of Oxford.

The terms of the Ordinance dealing with licences runs: "Every person shall keep a dog in his colonnade without a licence from the Captain Superintendent of Police. The fee payable for each dog included in such licence shall be one dollar and half."

All licences shall expire on the 31st day of December of the year in which they are respectively taken out and renewed.

In the second clause all licences taken out on the 31st day of the present month shall expire on the 31st of December next.

A certain number of dog owners may have to take out licences which will not be available for the full period of five months.

when the dog "comes of age"—that is to say, when it is three months old—and that may be only a month or two before the 31st of December, on which date the licence expires. The coming of age of a puppy—when it attains the dignity of being a dog in the eyes of the law—is an event over which nobody can be said to exercise any control. The owner of an animal which reaches the legal age of doghood in the beginning of January may regard himself as a more fortunate individual than the man who acquires a pup a month or two earlier, and whose licence expires in September. However, as "all licences expire on the 31st December of the year in which they are respectively taken out, the necessity for respecting a licence twice within a few weeks is the same dog is inevitable. But what is the reason for compelling those who are possessed at present of what is legally regarded as a dog on the 31st of July to pay a dollar and a half for a licence which ought to be valid for twelve months, but which will only be good for six months? The Governor is empowered to fix the date on which the Ordinances shall come into operation, but if we intended to put it in force so soon after its passing, why should the 31st of December be fixed as the date on which all licences expire? The 31st of July would be quite as suitable a date, and it would allow the poor licenced dog the same time for his licence as the poor unlicenced dog."

fact is that the malfeasance of which the Ordinance — an excellent Ordinance — its intention — has been dealt with on the 31st of December of each year, the fact affords one more instance of the loose and ill-considered style in which the legislation of the colony generally is carried on. The Attorney General, evidently wishing to copy as closely as he could the English Act under which dog licences are issued. These licences all expire on the 31st of December of each year, the fact came into operation on the 1st of January, as, presumably, it did, the fact was a very good reason for fixing the 31st of December as the date at which licences should expire. But there is absolutely no reason why that date should be chosen.

Ordinance comes into force on the 30th of July. A dollar and a half is not a large sum, but in these hard times one would pay it once a year rather than twice a year. Small as the fee is, no doubt many Chinese would be willing to pay it once a year for the sake of keeping a dog well-fed. A hardship to have to pay it twice within six months. No harm would have been done if the enforcement of the Ordinance had been deferred till the 1st of January next. In fact, I think that would have been a better course than putting it into operation so quickly after its passing, for in the interim, no doubt, a large proportion of the superfluous cur of the dog would be weeded out, and the police would be able in the meantime to obtain a nearly complete as possible a list of the Chinese dog-owners in the colony. As it is, the police will find it a comparatively difficult thing to prove ownership in Chinese cases. We expect to hear huge allegations of repudiated dogs a month, and we hope the most merciful measures available will be adopted in dispatching the unfortunates—at events that they will not be made of by the police as targets for revolvers practice.

The closing of the silver mines in Colorado and the shutting down of silver in Utah, Nevada, and Montana, together with the expected closing of the mines in Chili, must tend to better the silver market materially. This action on

answer the fiction that the white metal can be produced at a profit when the price is 9d. the ounce. Whether the all-recovery in the exchange to-day and to-morrow is owing to the news from the silver mines, or to the natural reaction from the panic rates which secured the combined world last week—or to both causes—matters little. Bottom seen to have been found at last, and perhaps rise in silver values will now continue. What is meant in Reuter's message by the statement that "Mexico is taking measures to prevent silver export" is not easy to explain. In the last days the gradual replacement here of the Mexican dollar by another coin of equal quality and weight would not be so difficult.







## Mails.

U. S. Mail Line.  
PACIFIC MAIL STEAMSHIP  
COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro  
(via Nagasaki,  
Kobe, Inland Sea,  
Yokohama and  
Honolulu). THURSDAY, July 6.

City of New York  
(via Nagasaki,  
Kobe, Inland Sea,  
Yokohama and  
Honolulu). WEDNESDAY, July 12.

City of Peking  
(via Nagasaki,  
Kobe, Inland Sea,  
Yokohama and  
Honolulu). THURSDAY, July 27.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 6th July, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Agent.

Hongkong, June 17, 1893. 1085

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## PAQUEBOTS POSTES FRANCAIS.

## STEAM FOR

## SAIGON, SINGAPORE, BATAVIA,

## COLOMBO, ADEN, SUEZ,

## PORT SAID,

## MEDITERRANEAN AND

## BLACK SEA PORTS, ALEXANDRIA,

## MARSEILLES, LONDON,

## HAVRE AND BORDEAUX.

## ALSO

## PORTS OF BRAZIL AND LA PLATA.

## ON WEDNESDAY, the 12th July,

## 1893, at Noon, the Company's S.S.

## SYDNEY, Commandant DELACROIX,

## with PASSENGERS, SPECIES,

## and CARGO, will leave this Port for the

## above places.

## Cargo and Species will be registered for

## London as well as for Marseilles, and accepted in transit through Marseilles for the

## principal places of Europe.

## Shipping Orders will be granted till

## Noon.

## Cargo will be received on board until 4

## p.m. Species and Parcels until 3 p.m. on the

## 11th July, 1893. (Parcels are not

## to be sent on board; they must be left at

## the Agency's Office.)

## Contents and value of Packages are re-

## quired.

## For further information as to Passage or

## Freight, apply to the Agency of the

## Company's Office.

## G. DE CHAMPEAUX,

## Agent.

## Hongkong, June 23, 1893. 1143

## NORTHERN PACIFIC STEAMSHIP

## AND RAILROAD COMPANIES.

## PROPOSED SAILINGS FROM HONGKONG, 1893.

## (SUBJECT TO ALTERATION.)

## Tacoma..... Tuesday July 13.

## Magd..... Tuesday August 8.

## Victoria..... Tuesday August 29.

## Tacoma..... Thursday Sept. 28.

## Magd..... Thursday Oct. 19.

## THE Steamship TACOMA, Captain J.

## HALL, sailing at Noon, on TUESDAY,

## Mails.



STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain C. GARD, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, connecting at Bombay with S.S. CARTHAGE, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, on leaving that port on 28th JULY, 1893, on THURSDAY, the 6th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. H. JOSEPH,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, June 22, 1893. 1112

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gafo (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). THURSDAY, July 29, at daylight.

Belgia (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). THURSDAY, Aug. 17.

Oceanic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). TUESDAY, Sept. 5.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Agent.

Hongkong, June 17, 1893. 1085

THE Steamship GAELIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 20th July, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Pacific lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-booking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and names will be received at the Company's Office until 5 p.m. on the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Agent.

Hongkong, June 27, 1893. 1135

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

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## Intimations.

## The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FOREIGN MAIL Steamer for Europe. It contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Consuls and Meetings, and all other news, are given in full as they appear in the Daily Press.

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